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VOYAGE

TO

SOUTH AMERICA,

AND THE

CAPE OF GOOD HOPE;

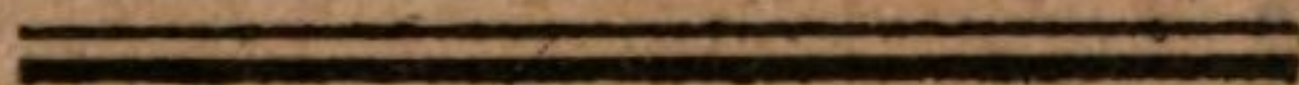
IN

HIS MAJESTY'S GUN BRIG

THE PROTECTOR,

COMMANDED BY

LIEUT. SIR G. M. KEITH, BART.



LONDON:

PRINTED FOR RICHARD PHILLIPS,

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1810.

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VOYAGE

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CAPT OF GOOD HOPE

AND THE

THE PROTECTOR

BY

ALBERT BURTON, M.D.

Bayerische
Staatsbibliothek
München

LONDON

PRINTED FOR RICHARD SMITH

STATIONER, 10, ABchurch Lane, E.C. 4

AT THE MINDEN, 10, NEW YORK, 10, NEW YORK

1810

TO
THE RIGHT HONOURABLE
HENRY, LORD MULGRAVE,
FIRST LORD COMMISSIONER OF THE ADMIRALTY,
&c. &c. &c.

THE FOLLOWING PAGES
ARE INSCRIBED,
AS A TOKEN
OF THE GRATITUDE AND RESPECT OF
THE AUTHOR.

TO

THE RIGHT HONOURABLE

HENRY, LORD MURRAY

FIRST LORD COMMISSIONER OF THE ADMIRALTY

&c. &c.

THE FOLLOWING PAGES

ARE INScribed

AS A TOKEN

OF THE GRATITUDE AND RESPECT OF

THE ACTORS

A

VOYAGE,

&c. &c.

CHAP. I.

Sail from Spithead—Anchor at Weymouth—A False Alarm—Anchor at Falmouth—Description of that Port—Marine Fishing—The Flying Fish described—Arrive at the Island of Madeira.

ON Sunday the 25th day of August, 1805, we sailed from Spithead under sealed orders, in company with his majesty's sloop *Espoir*, and the *Encounter* gun-brig; but the wind proving unfavourable, we put into Swannage Bay on the 27th, anchoring in six fathoms water, with the Needles Point bearing E. by S. and Peveril Point west.

The romantic forms of the high chalk cliffs, in the eastern part of this bay, contrasted with the low land of Peveril Point, the distant view of the Needles and the Isle of Wight, form together a group of scenery truly picturesque.

The wind coming fair during the night, we weighed and made all sail down channel; but this was of short continuance, for the next day it came round to S.W. which obliged us to stand in for Portland Roads. His majesty was then at Weymouth, with two of the royal yachts, and the *Diamond* and *Chiffonne* frigates attending on him. Our surprise and concern will be therefore more readily conceived than expressed, on observing that both the yachts and the frigates had their colours and pendants lowered half-mast down; but our fears on account of our beloved sovereign, were relieved on our coming to anchor, when we learnt that what had so much alarmed us, was in consequence of the demise of his royal highness the duke of Gloucester.

We anchored in ten fathoms water, with Portland castle bearing W. by S. and Wyke church N.W. by N.

On the 30th, the wind being moderate though contrary, we weighed at daylight, in company with the *Espoir*, leaving the *Encounter* laying to, apparently waiting for one of her boats.

We had a heavy gale of wind from the northward on the 1st of September, during which we lost sight of the *Espoir*, but fell in with her again on the 3d off the Lizard, and sent our boat on board of her. On the 6th, we had a second gale from the S.W. heavier than the former, in which we again lost sight of the *Espoir*, and finding it continue, we bore up the next day for Falmouth harbour, and anchored in Carrick Roads in six fathoms water, St. Mawes' castle bearing S. E. by S. Pendennis castle S.W. by W. and the Black Rock S. by W. half W.

Scarcely had we let go the anchor, when we were agreeably surprised by the appearance of the *Espoir*, who also came to an anchor near us.

The following day being Saturday, we had an opportunity of visiting Falmouth market, which is most plentifully supplied from the adjacent country, and it is worthy of remark, that although this port is the depôt of all the foreign packets and their numerous passengers, and occasionally visited by many other ships, still the prices of the necessaries of life are far more reasonable than what is to be met with in any other sea-port on the S.W. coast of England.

There are many good houses in the town, but the streets are very irregular, narrow and ill paved; these inconveniences, however, are amply compensated by the safety and extent of the harbour, which is now furnished with moorings for the use of the channel fleet, when driven from their station off Brest by the severity of the S.W. gales.

Having completed our water here and received a supply of fresh beef, we weighed at daylight on the 8th, and made sail to the S.W. in company with the *Espoir*, having now given up hopes of being rejoined by the *Encounter*, it being reported at Falmouth that she had run aground in working out of Portland Roads.

Nothing of importance occurred until the 12th, when being in latitude $46^{\circ} 35' N.$ and longitude $5^{\circ} 49' W.$ we perceived at daylight on our lee-bow, a squadron consisting of four sail of the line and two frigates, standing to the westward with all sail set. The *Espoir* immediately made the private signal to them, which finding they did not answer, we had every reason to conclude them an enemy, and every reason for alarm on a comparison of our force.

After the signal had been flying an hour and a half, it was at length, to our great satisfaction, answered; upon which we run down to them, and spoke them.

The day following, as the *Espoir* sailed considerably better than we did, she took us in tow for the sake of greater expedition, in which unpleasant situation we continued until the 19th, when we were obliged to cast off, in a heavy gale of wind from the S.W.; but on the 21st, the weather being moderate, she again took us in tow, and kept us so until the 24th, when being in latitude $33^{\circ} 11' N.$, and longitude $14^{\circ} 51' W.$, the captain of the *Espoir*, considering himself near the land, cast us off, with orders to stand for it.

We did not however see it until 8 A. M. on Saturday the 28th, when it appeared as three islands, bearing W.N.W. the largest of which we made all sail for, on the supposition of its being Madeira, and the two smaller ones being the Desertas.

It happened very unfortunately, that there was not a person on board in the least acquainted with Madeira, nor was there any chart or sketch of it to be found. By 3 P. M. we were sufficiently near the island we were standing for, to perceive that it was totally uncultivated, and apparently uninhabited; and about the same time we saw the island of Madeira in the N.W. quarter, that which we had taken for it being the largest of the three Desertas.

About six in the evening we hove to off the town of Machico, and made the signal for a pilot, which was immediately answered, by a boat coming off with three gentlemen and four rowers, who left us one of the boat's crew to conduct us to Funchal.

On the morning of this day we caught five bonettas, being the only fish taken since leaving England, excepting several flying fish, which at times flew aboard during the night, in their endeavours to escape from their pursuers, the bonettas and dolphins, whose principal food they constitute.

Both these sorts of fish have been too often described, to require any thing farther on that head being said here; but it has perhaps never been mentioned, that the flying fish is by far the most delicate eating of any that are to be found in the Atlantic or Pacific Oceans (the turtle excepted); but unfortunately there is no method of obtaining them hitherto discovered, except by the chance above-mentioned, which renders them equally scarce as good.

Light airs, calms, and strong westerly currents, prevented our getting into Funchal Roads before Tuesday, the 1st of

October, at noon, when we anchored in 45 fathoms water, and found laying here his majesty's ships Diadem, Reasonable, Bellicieux, Diomedé, Malabar, Narcissus, Leda, Dart, Espoir, Dolphin, Chichester, and the Encounter (the latter having only arrived the same morning), with a numerous fleet of East and West Indiamen, and transports filled with stores and troops.

CHAP. II.

Account of Madeira—Discovered by the English—Present State of the Island.

THE narrative of Robert à Machin is of considerable importance, as it records the first discovery of Madeira by an Englishman. The attention paid to it by Alcaforado, equerry to prince Henry, duke of Viseo, gives it every authority that can be wished; but yet considerable difficulties arise, respecting the exact date when this event took place. The reign of Edward III. extends from 1327 to 1377. Galvano, who is not always correct, dates the discovery, on the authority of the Chronicles of Castile, about 1344; Herbert places it in 1328: both these dates give a longer imprisonment to Morales than is consistent with history. Probably the exact year was never recorded: even the relation of Alcaforado is full of subsequent interpolations, many of which are pointed out by Mr. Green (Astley's Collection, vol. i. p. 571). The reign of Edward III. might have been thus inserted, to give a greater authority to the adventures of our countrymen.

It was in the glorious reign of Edward III. of England, that Robert à Machin, a gentleman of the second degree of nobility, whose genius was only equalled by his gallantry and courage, beheld and loved the beautiful Anna D'Arfet: their attachment was mutual; but the pleasing indulgence of ardent hope, gratified and betrayed their passion.

Some writers have preferred the name of Dorset, which a foreign orthography might turn into D'Orset, and thence to D'Arfet. The pride of the illustrious family of D'Arfet rendered them insensible to the happiness of their daughter;

they preferred the indulgence of ambition to the voice of duty and love. The feudal tyranny of the age was friendly to their cruel design, and a warrant from the king seemed to justify the vanity of a parent. The consolation of an ingenuous mind supported Machin in confinement; its energy, thus compressed, sought only for redress; nor did it yield to despondency, when, on being delivered from prison, he found that the innocent cause of his persecution had been forced to marry a nobleman, who had carried her to his castle near Bristol. The friends of Machin made his misfortune their own, and one of them had the address to be introduced, under the character of a groom, to the service of the afflicted Anna. The prospect of the ocean, which, during their rides, extended before them, suggested or matured the plan of escape; and the probability of a secure asylum, was opposed to the dangers of a passage to the coast of France.

Under pretence of receiving benefit from sea air, the victim of parental ambition was enabled, without delay, to elude suspicion; whilst Machin, in the successful completion of his anxious design, was equally insensible to the particular season of the year, or the portentous appearance of weather, which in calmer moments he would have duly observed.

The gradual rising of a gale of wind rendered the astonished fugitives sensible of their rashness: as the tempest approached, the thick darkness of the night completed the horror of the scene. In their confusion the intended port was missed, or could not be reached; their vessel drove at the mercy of the winds; and in the morning they found themselves in the midst of an unknown ocean, without the skill that could determine their situation, or the experience that could direct their course. The dawn of twelve mornings returned without the sight of land: when at length, after a night of increased anxiety, as they eagerly watched the earliest streaks of day, an object loomed in the horizon: continual disappointment produced a querulous despondency; whilst they alternately believed and doubted, the thick grey haze was dispersed by the rising sun, and a general burst of joy welcomed the certainty of land. A luxuriance of trees was soon visible, to whose appearance they were utter strangers; and the beautiful plumage of unknown birds, who came in flocks from the island, gave at first the semblance of a dream to their astonishing deliverance.

The boat being hoisted out to examine the coast, returned with a favourable account. Machin and his friends accom-

panied their trembling charge, leaving the rest to secure the vessel. The wilderness of the adjacent country possessed additional charms to men escaped from destruction; and the rich scenery of Madeira was again beheld, after a lapse of many centuries, by the eyes of Europeans.

It was not only visited by the Romans, but probably also by the Normans, those skilful navigators, of whose discoveries we know so little; who preceded the Portuguese, and followed the Arabians, in nautical skill.

An opening in the extensive woods, that was encircled with laurels and flowering shrubs, presented a delightful retreat; a venerable tree, the growth of ages, offered, on an adjoining eminence, its welcome shade; and the first moments of liberty were employed in forming a romantic residence, with the abundant materials supplied by nature.

Curiosity to explore their new discovery was increased by the novelty of every object they beheld: this varied occupation continued for three days, until the survey was interrupted by an alarming hurricane, that came on during the night, and rendered them extremely anxious for their companions who were on board. The ensuing morning destroyed every prospect of happiness: they in vain sought for the vessel, which had drove from her moorings, and was wrecked on the coast of Morocco; where, as it afterwards appeared, all on board were immediately seized as slaves, and sent to prison.

The afflicted Machin found this last trial too severe for his disconsolate companion; her tender mind, overcome by the scenes she had endured, needed the conscious sense of strict discharge of duty to renew its strength. From the moment it was reported that the vessel could not be found, she became dumb with grief, expired after a few days of silent despair, and was soon followed by her inconsolable lover.

The companions of Machin, forgetting their own situation, were entirely occupied in watching over their emaciated friend; but all attempts to administer consolation were fruitless. On the fifth day they received his parting breath, and earnest injunction, that they would place his body in the same grave under the venerable tree, which, amidst an agony of tears, they had so lately made for the unfortunate victim of his temerity: where the altar had been raised to celebrate their deliverance, would now mark their untimely tomb. This painful duty being performed, they fixed a large wooden cross over the grave, with the inscription

which Machin had composed to record their melancholy adventures, and to request that if any Christian should hereafter visit the spot, they would in the same place build a church, and dedicate it to Christ ;—

“ But never human eye
 “ Had mark'd the spot, or gaz'd upon the grave
 “ Of the unfortunate; but for the voice
 “ Of enterprise that spoke from Sagre's towers;
 “ Through ocean's perils, storms, and unknown wastes,
 “ Speed we to Asia!”

Having thus obeyed the dictates of friendship, they fitted out the boat, which from their first landing had been kept ashore. Their intention was to return, if possible, to England; but either owing to want of skill, to the currents, or unfavourable weather, they were driven on the same coast with their shipmates, and joined them in their Moorish prison.

The island is of a triangular form, and about forty leagues in circumference: it was taken possession of by the Portuguese in the year 1437.

They set fire to the forests, which burned for a considerable time, and gave the soil that degree of fertility which it boasts of at present; indeed, were it properly cultivated, Madeira might be termed the garden of the world. The scorching heat of summer, and the icy chill of winter, are here equally unknown; but spring and autumn reign together, and produce flowers and fruit throughout the year. It abounds in every kind of tropical and European fruits, as oranges, lemons of a prodigious size, bananas, citrons, peaches, figs, plums, and strawberries, that grow wild in the mountains, with astonishing profusion; grapes which are as large as our common plums, and remarkable for their peculiar flavour. The oranges are of a sanguine red: this species is produced from the common orange bud, engrafted on the pomegranate stock. There is likewise a kind of pear found here, not bigger than a walnut, and very crisp. The sugar-cane also is cultivated with success, though not in any considerable quantity. The cedar tree is found in great abundance: it is extremely beautiful; most of the ceilings and furniture at Madeira are made of that wood, which yields a very fragrant smell. The dragon tree is a native of this island. Flowers nursed in the English green-houses, grow wild here in the fields; the hedges are mostly formed of myrtles, roses, jessamine, and honeysuckle, in everlast-

ing blossom ; while the larkspur, the fleur-de-lis, the lupin, &c. spring up spontaneously in the meadows. There are very few reptiles to be seen in the island ; the lizard is the most common.

Canary birds and goldfinches are found in the mountains ; of the former, numbers are sent every year to England. But Madeira is principally celebrated for its wine, which it produces in great quantities, and which keeps best in the hottest climate, under the torrid zone ; for this reason the inhabitants of the West India islands that can afford it, drink little else ; and the Madeira wine that is brought to England, is thought to be worth little, unless it has been a voyage to the East or West Indies. This island is well watered and peopled, and the inhabitants are good-natured, but great voluptuaries.

Funchal, the capital of the island, is situated round a bay, on the gentle ascent of the first hill, in form of an amphitheatre. Its public and private buildings, are in general, entirely white. On the sea side are several batteries. An old castle, which commands the road, stands on the top of a steep black rock, surrounded by the sea at high water, and called by the English, Loo Rock.

On a neighbouring eminence above the town is another, called St. John's castle. The hills beyond the town are covered with vineyards, enclosures, plantations, and groves, interspersed with country houses and churches. The streets are narrow, ill paved, and dirty ; the houses are built of freestone or brick, but they are dark ; and only a few of the best, belonging to the English merchants or the principal inhabitants, are provided with glass windows : all the others have a kind of lattice-work in their stead, which hangs on hinges, and may be lifted up occasionally.

The best anchorage in Funchal Roads is with the following bearings : The Western Point W. by N. ; the Loo Rock N. by W. ; the Brazen Head E. by S. ; the Desertas, from E. to S. E., about nine leagues distant.

CHAP. III.

Leave Madeira—A Seaman drowned—A Ship runs a-board of us—Cross the Equator—Ludicrous Ceremony on that Occasion.

WE remained here until the 3d at day-light, when we weighed in company with the whole fleet; but in working out of the roads with a light air, we drifted on board one of the transports, owing to the westerly current before mentioned; but the boats of the fleet coming to our assistance, we were soon towed clear of her, without sustaining any damage.

Owing perhaps to the very large fleet assembled here, we found stock of every description uncommonly scarce and dear; even fruit not excepted.

On the 4th the commodore hoisted his broad pendant, on which occasion he was saluted by all the men of war with thirteen guns each, and cheered by the greater part of the merchantmen.

On Sunday the 6th, performed divine service; and in the evening the fleet for the West Indies, under convoy of the Malabar and Dart, parted company.

On the 9th, served out fishing-hooks and lines to the ship's company, but since leaving Madeira caught nothing except a few flying-fish.

Nothing material occurred until the 13th at two in the morning, when James Turner, one of the best men and best seamen in the brig, in reaching at a flying-fish in the fore chains, lost his balance, fell overboard, and was unfortunately drowned; the ship then running six miles per hour, and the darkness of the night, rendering every exertion to save him abortive.

This day performed divine service. At eight A. M. on the morning of the 25th, being on a wind upon the starboard tack, under courses, topsails, and jib, and going about four miles an hour, the Britannia East Indiaman being then upon the larboard tack, under the same sail, and on our larboard bow, persisted in keeping his wind, and in endeavouring to weather us, although we repeatedly hailed and waved to him, desiring him to bear up and put his helm a-port, which finding that he would not do, we were compelled to put our helm a-starboard, and bear up, con-

trary to all rules of the service, in order to avoid the imminent danger of being run down; but before we could clear his lee-quarter by so doing, our bowsprit was carried away by his mizen chains.

It were superfluous to add a single remark upon this transaction, as every seaman can, and will, make the proper comment.

Our distress was immediately observed by the commodore, who sent the *Raisable* to our assistance, and by two in the afternoon we were ready to make sail again, having rigged out a spare topmast as a jury bowsprit, and set the jib upon it, which was found to answer very well, and that we could keep company with the fleet, although the fore-top-gallant mast was down, and we were always obliged to keep a reef in the fore-topsail for the security of the foremast.

On Sunday the 27th, performed divine service.

On Thursday the 31st of October, we crossed the Equator, in longitude $33^{\circ} 26'$ W. from London, and on this occasion the ancient custom of ducking and shaving was duly observed, there being no fewer than thirty-five persons on board, out of forty-six, who had never been upon the line before.

The mode of performing this ceremony, is by a grotesque Neptune and Amphitrite, with their attendants, placing the novice on a plank, laid across a large tub filled with water; his face is then lather'd with a mixture of tar, paint, grease, and filth; and after a few rough scrapes with a piece of iron hoop, the plank is withdrawn, he falls into the tub, and is soused with about twenty buckets full of water thrown over him.

CHAP. IV.

*Discover a Dangerous Shoal—Its Situation described—
Make the Coast of Brazil—Remarks on the prevailing
Currents—Singular Fishing Boats—Appearance of the
Land.*

AT noon, on Saturday the 2d of November, we discovered a sand bank from the mast-head, bearing S, by W.

about three leagues distant; it appeared to be very level, but considerably above the surface of the sea, and the dry part apparently about half a mile in length: the sea broke only on the eastern end of the bank, and in that direction the breakers extended to the verge of the horizon.

A black spot was visible on the north side of the bank, but whether it was a small rock, or whether the wreck of some unfortunate vessel, we were not near enough to distinguish with any degree of certainty.

Our making this shoal in the day time was truly providential; as from the number of the fleet, and other circumstances, had we fell in with it in the night time, many of them must have been totally lost upon it.

Deduced from the observation at noon, this shoal lays in latitude $3^{\circ} 51' S.$ and longitude $24^{\circ} 09' W.$ from London.

The above shoal is very accurately laid down in a general chart of the Atlantic and Southern Oceans, published by Laurie and Whittle, Fleet Street, London, and therein named "Roccas;" the nearest to it being called a shoal "from Peinentel;" which is laid down in latitude $4^{\circ} 35' S.$ and longitude $33^{\circ} 10' W.$ from London, and which differs so very materially in position from the former, as to prevent their being ever confounded.

The following day being Sunday, we performed divine service, and in the afternoon bent the cables, on account of our approach to the Brazilian coast. On Monday the 4th, at 7 A. M. saw the land from the mast-head, and at noon it extended from S. W. by W. to N. W. by W. distant between five or six leagues, very uneven and hilly, interspersed with many sandy cliffs and openings; latitude at noon $5^{\circ} 57' S.$

Many albigores and bonettas were now seen about the ship, but to our mortification we took none.

We have already had occasion to mention the effects of a westerly current at the Island of Madeira, and now think it proper to add, for the benefit of future navigators, that this current is more extensive in its limits, and runs with greater velocity than is generally supposed or allowed for.

From the Cape of Good Hope, it runs in a N. W. direction towards Cape Augustine in South America, and then runs still more westerly, according to the direction of the coast, towards the Carribbean Sea, the Bay of Honduras, and the Gulph of Mexico: from which it finds a passage through the Gulph of Florida.

A daily allowance is therefore necessary to be made for it,

and no opportunity of trying its rate should be neglected ; to enforce the necessity of which, it need only be noticed, that from the want of such opportunity when we made the land, the longitude by dead reckoning was no less than $3^{\circ} 30'$ a-stern of the ship ; a difference which, had there been no means of correcting it by celestial observations, might have produced the most fatal consequences.

On the 5th, we were surprized at the appearance of three very singular boats, resembling rafts, with three men on each, seemingly fishing, and at least six leagues distant from the shore ; but we were not near enough to speak them.

At noon, the land bore from S.W. to W. N.W. distant five or six leagues, hilly and uneven, with large trees and many openings, latitude $6^{\circ} 16''$ S.

On Wednesday the 6th, at noon, the land bore from S.W. by S. to N.W. by W. distant about six leagues, having much the same appearance as yesterday, with a large column of smoke in one part. The latitude at noon $7^{\circ} 04''$ S. with light breezes from the S. E. ; our progress being much retarded by falling in with the land so far to the northward, and being obliged to turn to windward against the trade wind, to enable us to weather Cape St. Augustine.

CHAP. V.

Arrival at the Bay of All Saints ; and Description of the City of Salvador.

ON Thursday the 7th, in the morning, we passed the town of Pernambuco, and at noon were in latitude $8^{\circ} 16''$ S. The wind veered round to the N. E. on Friday the 8th, and at noon there was no land in sight. Steered S.W. latitude $10^{\circ} 8''$ S.

On Sunday the 10th, at day-light, we were off Cape Antonis, which forms the N. E. point of the Bay of All Saints, and lays in latitude $12^{\circ} 56''$ S. and longitude $38^{\circ} 47'$ W. from London : the commodore and three of the convoy being the only ships in sight, we stood into the bay by his order, and brought out a pilot for him ; then stood in again

in company with him, and at noon came to an anchor in seven fathoms, and moored, Cape Antonis bearing S. by W. the fort E. by S., and the western point of the bay S. W. by S.

The appearance of the Bay of All Saints and the City of Salvador from the anchorage is very beautiful, and though certainly inferior to the Bay of Naples, is perhaps not far short of the view of Constantinople from the harbour, and in several respects resembles it on a smaller scale.

The moment a person lands, however, the deception vanishes, for there never was a place of equal extent and importance, so dirty, miserable, and disgusting, in every sense of the word.

The house inhabited by the governor (and dignified with the name of a palace), forms one side of a small square; the other being occupied by the common jail, which, with the wretches immured in it, must of course meet his eye fifty times in a day: so much for prospect and situation. In the streets you meet none except soldiers and slaves, with here and there a solitary friar, or a Portuguese gentleman borne in his palanquin, for as to the ladies without the walls of their houses, they are absolutely invisible.

The Portuguese, with their accustomed avarice, on the arrival of the fleet trebled the price of every article in their markets, from an orange to a pipe of wine; and not satisfied with this extortion, they unanimously refused to receive any government bills whatever, unless at the enormous discount of 20 per cent. though payable ten days after sight; and at this rate, including the repairs, stores, and provisions, for the men of war and troops, with private purchases, they must have received at the lowest estimate, 150,000*l.* sterling.

In the Bay of All Saints, which is very safe and capacious, we observed a regular and considerable tide, which at the spring tides, runs nearly three miles per hour.

Within four days after our arrival, the remainder of the convoy came in, excepting the *Britannia* East India ship, the *King George* artillery transport, and the *Jack* brig.

The two former were unfortunately wrecked upon the shoal seen on the 2d of this month; having with the other Indiamen been detached from the fleet, under convoy of the *Leda*; but the crews of both ships were saved, with the exception of general Yorke and one seaman.

The following particulars relative to this very melancholy event, were collected from the survivors, and from the officers of the *Leda* frigate, which narrowly escaped sharing the same fate.

CHAP. VI.

Dangerous Situation of the Leda Frigate—Interesting Particulars of the Loss of the Britannia East Indiaman, and the King George Transport, upon the Roccas—Death of General Yorke.

AT half past three in the morning of the 1st of November, 1805, the officer of the watch on board the Leda, who had been previously cautioned by the captain to look well out for rocks, &c. went down, and acquainted him that breakers were seen a-head. On the captain going on deck, and perceiving the ship among breakers, he ordered her to be put about, and as she had entered S.W., to stand out N. E.; but no sooner had she got round, than a man on the fore-castle cried out, "Land a-head, high and dry!" The helm was instantly put up—the frigate fortunately wore quick, and cleared the dangers; but the boats over the stern, in veering the ship, actually hung over the rocks. The signal gun for the convoy to tack, was fired, and afterwards several others, to warn the convoy of the danger. The quarter-master, when trying the soundings, found only five fathoms, but had the presence of mind to sing out "Seven!" The safety of the Leda was evidently owing to the temperate and collected conduct of the captain, officers, and crew. Signal guns were also heard in the Leda from other ships in the convoy; and when the day dawned, their fears for the safety of others were unhappily realized, by finding that one ship (the King George) had got among the rocks; and the Britannia East India ship, when on the point of tacking, having heard the Leda's guns, was run foul of by a large East Indiaman (the Streatham): the bowsprit and fore-topmast of the Britannia were carried away, and her bows partly stove in, when she became unmanageable, and drifted almost instantly on a rock, where she hung by the stern. The mizen-mast being cut away, she in a quarter of an hour cleared herself from the rock, with the loss of her rudder, and a serious leak; which, however, the captain of the Britannia was in such hopes to keep under, that he was in the act of sending off his boats to the relief of the King George, when the water was found to gain fast and irresistibly. A signal was then made by the ensign (union reversed), of distress. The Europe, Comet, and Veruna

(Indiamen), being then near, sent their boats, and brought off all her crew, and the East India recruits on board, being nearly 400 persons, except one man, who would not be saved, either from madness or inebriety. This man had got a cutlass, by which he prevented any person from forcing him away, and as he flourished it, swaggered over the treasure which had been got upon the quarter-deck, and swore vehemently, that as he had been all his life a poor man, he would now go out of the world gloriously rich ! loading himself at the same time with dollars from the chests that had been broken open. Out of one hundred and sixty chests of dollars, only twelve could be brought away ; so suddenly did the ship go down after the leak increased. The Britannia had drifted about seven miles from the rocks, and sunk in deep water.

The Leda frigate was employed during this time in sending her boats to the rocks, to save the people they discovered on a sandy island among those rocks, and so completely surrounded by them, that they could only find one opening, or small cove, for the boats to approach. From this they took off the crew of the King George transport, and the artillery troops that had been embarked therein, except general Yorke, of the Royal Artillery, who was the only person drowned in attempting to get on shore, and one artilleryman, who had been seen safe on shore after the ship struck, and was supposed to have found some spirits, got drunk, and fell from the rocks, as he could no where be found on them.

The King George run on shore almost instantly, as some person called out, " Breakers a-head !" a little before four o'clock in the morning, after the moon had set. The darkness, and the spray of the breakers, prevented their seeing any spot on which they could place a hope of safety.

They, however, as soon as they could get the first gun off, which had got its charge somewhat wet or damp, fired several guns of distress, hoisted their boats out under the lee, and sent them off from the ship, to discover if there was any chance of a place to save themselves, waiting with good order for day. At dawn they discovered at some little distance, one place larger than the other rocks, high and dry. The boats, except the jolly-boat, whose crew had secured their own safety by pulling to another ship, returning about the same time, and stating, that if all hands quitted the ship (which must soon go to pieces), and get on the small rocks nearly under the spritsail yard, the boats could take them from thence to the larger one ; which was immediately

set about, sending the women and children among the first, by slinging them under the arms with a rope, and another rope to haul them to the rock. The general, being the oldest man on board, they wished to do the same with him, which he indignantly refused: he therefore went to the sprit-sail yard, to get on the rock like others, and most probably he found this, to a landsman, a task of more difficulty than he was aware of; and one of the gunners of his corps, perceiving his situation, again expressed a wish to sling him with a rope, to ensure his safety, which, however, he would not suffer: he some time after remained on the yard, unresolved to venture down, which obliged the few remaining behind him to let themselves down from the jib-boom; and at last the general either let himself down, or lost his hold, fell just within the surf, had not strength to hold by the rock against the returning wave, and disappeared under the ship's bow for ever!

The loss of the general seems the more unfortunate, as being the only individual who perished; even a woman, who had been delivered of a child not more than three or four hours, was removed from her bed with her infant, and were both taken on board the *Leda* in safety, notwithstanding her apparent danger.

A man also who had broken his leg two days before, was got safe on shore, without injuring the new-set limb. About 8 A. M. or soon after, the ship went to pieces, and neither the officers, or any other person, could save any effects. Some casks were washed on shore after the ship broke up. On the shore were three anchors laid across each other, without stocks, and near them part of the wreck of a large ship; both of which appeared as if they had been there a very long time: they also saw the skeleton of a large turtle; found no water; but saw several spots of coarse rushes growing on the low parts of the sandy island.

CHAP. VII.

Sail for Rio Janeiro—Arrival there—Description of that City and the Environs—Particular Account of the Diamond Mines.

HAVING completed our water and provisions, and got in a new bowsprit, we sailed on Monday the 25th of November, with dispatches for Rio Janeiro, leaving all the fleet nearly ready for sea.

Nothing worthy of remark occurred on the passage until Sunday the 1st of December, when we made Cape Frio; but being deceived by their great similarity, were nearly embayed in consequence of mistaking the island of Dancorran for the above cape. On Monday the 2d, we were in latitude $23^{\circ} 32''$ South, the high land over Rio Janeiro bearing N.W. by W. about ten or twelve leagues distant.

On Tuesday the 3d, at five in the afternoon, we entered the harbour of Rio Janeiro, and were hailed from the fort of Santa Cruz, desiring us to anchor under the guns of the fort, which mandate, about ten minutes after, was enforced by a gun. We came to in twelve fathoms, with the following bearings: Santa Cruz S. S. E.; Sugar Loaf S. S. W.; Isle of Cobras N. W.

Rio de Janeiro, a city of South America, capital of a jurisdiction, and the present capital of Brazil, situated on a river of the same name, lies in latitude $22^{\circ} 54'$ South, and longitude $42^{\circ} 43'$ West from Greenwich.

Rio de Janeiro, or the River of Januarius, was probably so called from its having been discovered on the feast of that saint; and the town, which is the capital of the Portuguese dominions in America, derives its name from the river, which, indeed, is rather an arm of the sea, for it does not appear to receive any considerable stream of fresh water: it stands on a plain, close to the shore, on the west side of the bay, at the foot of several high mountains. It is tolerably well designed and built: the houses in general are of stone, and two stories high, every house having, after the manner of the Portuguese, a verandah. Its circuit, captain Cook estimated at about three miles; for it appears to be equal in size to the largest county towns in England. The streets are straight, and of a convenient breadth, intersecting each

other at right angles; the greater part, however, lie in a line with the citadel, called St. Sebastian, which stands on the top of a hill that commands the town. It is supplied with water from the neighbouring hills, by an aqueduct, which is raised upon two stories of arches, and is said in some places to be at a great height from the ground, from which the water is conveyed by pipes into a fountain in the great square that exactly fronts the viceroy's palace. The water at this fountain, however, is so bad, that captain Cook's company, who had been two months at sea confined to that in casks, which was almost always foul, could not drink it with pleasure. Water of a better quality is laid into some other parts of the town. The churches are very fine; and there is more religious parade in this place, than in any of the popish countries in Europe; there is a procession of some parish every day, with various insignia, all splendid and costly in the highest degree. They beg money, and say prayers in great form at the corner of every street. The government here, as to its form, is mixed; it is notwithstanding very despotic in fact; it consists of the viceroy, the governor of the town, and a council. Without the consent of this council, in which the viceroy has a casting vote, no judicial act should be performed, yet both the viceroy and governor frequently commit persons to prison at their own pleasure, and sometimes send them to Lisbon, without acquainting their friends or family with what is laid to their charge, or where they may be found. To restrain the people from travelling into the country, and getting into any district where gold and diamonds may be found, of both which there is much more than the government can otherwise secure, certain bounds are prescribed them at the discretion of the viceroy, sometimes at a few, and sometimes at many miles distance from the city. The inhabitants, who are very numerous, consist of Portuguese, negroes, and Indians, the original natives of the country. The township of Rio, which is but a small part of the capitanea or province, is said to contain 37,000 white persons, and 629,000 blacks, many of whom are free, making together 666,000. The military establishment here consists of twelve regiments of regular troops, six of which are Portuguese, and six creoles, and twelve other regiments of provincial militia. It is generally allowed, that the women both of the Spanish and Portuguese settlements in South America, make less scruple of granting personal favours, than those of any other civilized country in the world.

Murders are frequently committed here; but the churches afford an asylum to the criminal. The country round the town is beautiful in the highest degree, the wildest spots being varied with a greater luxuriance of flowers, both as to number and beauty, than the best gardens in England. Upon the trees and bushes sit an almost endless variety of birds, especially small ones, many of them covered with the most elegant plumage, among which was the humming bird. Of insects too there was a great variety, and some of them very beautiful; but they were much more nimble than those of Europe, especially the butterflies, most of which flew near the tops of the trees, and were therefore very difficult to be caught, except when the sea breeze blew fresh, which kept them nearer to the ground.

There is the appearance of but little cultivation, the greater part of the land is wholly uncultivated, and very little care and labour seem to have been bestowed upon the rest; there are, indeed, little patches of gardens, in which many kinds of European garden-stuff are produced, particularly cabbages, pease, beans, kidney-beans, turnips, and white radishes, but all much inferior to our own: water-melons and pine apples are also produced in these spots, and they are the only fruits we saw cultivated, though the country produces musk-melons, oranges, lemons, sweet lemons, citrons, plantains, bananas, mangos, mamane apples, acajou or cashou apples, and nuts, jamboira of two kinds, one of which bears a small black fruit, cocoa nuts, palm nuts of two kinds, one long, the other round, and palm berries; of these fruits the water-melons and oranges are the best in their kind: the pine apples are much inferior to those in England, they are indeed more juicy and sweet, but have no flavour. The melons are mealy and insipid, but the water-melons are excellent; they have a flavour, at least a degree of acidity, which the English have not: there are also several species of the prickly pear, and some European fruits, particularly the apple and peach, both which were mealy and insipid. In these gardens also grow yams and manioc, which in the West Indies is called cassada or cassava. The soil, though it produces tobacco and sugar, will not produce bread corn; so that the people here have no wheat-flour but what is brought from Portugal, and sold at the rate of 1s. a pound, though it is generally spoiled by being heated in its passage. As to manufactures, captain Cook neither saw nor heard of any, except that of cotton hammocks, in which people are carried about here as they

trary to all rules of the service, in order to avoid the imminent danger of being run down; but before we could clear his lee-quarter by so doing, our bowsprit was carried away by his mizen chains.

It were superfluous to add a single remark upon this transaction, as every seaman can, and will, make the proper comment.

Our distress was immediately observed by the commodore, who sent the *Raisable* to our assistance, and by two in the afternoon we were ready to make sail again, having rigged out a spare topmast as a jury bowsprit, and set the jib upon it, which was found to answer very well, and that we could keep company with the fleet, although the fore-top-gallant mast was down, and we were always obliged to keep a reef in the fore-topsail for the security of the foremast.

On Sunday the 27th, performed divine service.

On Thursday the 31st of October, we crossed the Equator, in longitude $33^{\circ} 26'$ W. from London, and on this occasion the ancient custom of ducking and shaving was duly observed, there being no fewer than thirty-five persons on board, out of forty-six, who had never been upon the line before.

The mode of performing this ceremony, is by a grotesque Neptune and Amphitrite, with their attendants, placing the novice on a plank, laid across a large tub filled with water; his face is then lather'd with a mixture of tar, paint, grease, and filth; and after a few rough scrapes with a piece of iron hoop, the plank is withdrawn, he falls into the tub, and is soused with about twenty buckets full of water thrown over him.

CHAP. IV.

*Discover a Dangerous Shoal—Its Situation described—
Make the Coast of Brazil—Remarks on the prevailing
Currents—Singular Fishing Boats—Appearance of the
Land.*

AT noon, on Saturday the 2d of November, we discovered a sand bank from the mast-head, bearing S, by W.

about three leagues distant; it appeared to be very level, but considerably above the surface of the sea, and the dry part apparently about half a mile in length: the sea broke only on the eastern end of the bank, and in that direction the breakers extended to the verge of the horizon.

A black spot was visible on the north side of the bank, but whether it was a small rock, or whether the wreck of some unfortunate vessel, we were not near enough to distinguish with any degree of certainty.

Our making this shoal in the day time was truly providential; as from the number of the fleet, and other circumstances, had we fell in with it in the night time, many of them must have been totally lost upon it.

Deduced from the observation at noon, this shoal lays in latitude $3^{\circ} 51'$ S. and longitude $24^{\circ} 09''$ W. from London.

The above shoal is very accurately laid down in a general chart of the Atlantic and Southern Oceans, published by Laurie and Whittle, Fleet Street, London, and therein named "Roccas;" the nearest to it being called a shoal "from Peinentel;" which is laid down in latitude $4^{\circ} 35''$ S. and longitude $33^{\circ} 10''$ W. from London, and which differs so very materially in position from the former, as to prevent their being ever confounded.

The following day being Sunday, we performed divine service, and in the afternoon bent the cables, on account of our approach to the Brazilian coast. On Monday the 4th, at 7 A. M. saw the land from the mast-head, and at noon it extended from S. W. by W. to N. W. by W. distant between five or six leagues, very uneven and hilly, interspersed with many sandy cliffs and openings; latitude at noon $5^{\circ} 57'$ S.

Many albicores and bonettas were now seen about the ship, but to our mortification we took none.

We have already had occasion to mention the effects of a westerly current at the Island of Madeira, and now think it proper to add, for the benefit of future navigators, that this current is more extensive in its limits, and runs with greater velocity than is generally supposed or allowed for.

From the Cape of Good Hope, it runs in a N. W. direction towards Cape Augustine in South America, and then runs still more westerly, according to the direction of the coast, towards the Carribbean Sea, the Bay of Honduras, and the Gulph of Mexico: from which it finds a passage through the Gulph of Florida.

A daily allowance is therefore necessary to be made for it,

and no opportunity of trying its rate should be neglected; to enforce the necessity of which, it need only be noticed, that from the want of such opportunity when we made the land, the longitude by dead reckoning was no less than $3^{\circ} 30'$ a-stern of the ship; a difference which, had there been no means of correcting it by celestial observations, might have produced the most fatal consequences.

On the 5th, we were surprized at the appearance of three very singular boats, resembling rafts, with three men on each, seemingly fishing, and at least six leagues distant from the shore; but we were not near enough to speak them.

At noon, the land bore from S.W. to W. N.W. distant five or six leagues, hilly and uneven, with large trees and many openings, latitude $6^{\circ} 16''$ S.

On Wednesday the 6th, at noon, the land bore from S.W. by S. to N.W. by W. distant about six leagues, having much the same appearance as yesterday, with a large column of smoke in one part. The latitude at noon $7^{\circ} 04''$ S. with light breezes from the S. E.; our progress being much retarded by falling in with the land so far to the northward, and being obliged to turn to windward against the trade wind, to enable us to weather Cape St. Augustine.

CHAP. V.

Arrival at the Bay of All Saints; and Description of the City of Salvador.

ON Thursday the 7th, in the morning, we passed the town of Pernambuco, and at noon were in latitude $8^{\circ} 16''$ S. The wind veered round to the N. E. on Friday the 8th, and at noon there was no land in sight. Steered S.W. latitude $10^{\circ} 8''$ S.

On Sunday the 10th, at day-light, we were off Cape Antonis, which forms the N. E. point of the Bay of All Saints, and lays in latitude $12^{\circ} 56''$ S. and longitude $38^{\circ} 47'$ W. from London: the commodore and three of the convoy being the only ships in sight, we stood into the bay by his order, and brought out a pilot for him; then stood in again

in company with him, and at noon came to an anchor in seven fathoms, and moored, Cape Antonis bearing S. by W. the fort E. by S., and the western point of the bay S. W. by S.

The appearance of the Bay of All Saints and the City of Salvador from the anchorage is very beautiful, and though certainly inferior to the Bay of Naples, is perhaps not far short of the view of Constantinople from the harbour, and in several respects resembles it on a smaller scale.

The moment a person lands, however, the deception vanishes, for there never was a place of equal extent and importance, so dirty, miserable, and disgusting, in every sense of the word.

The house inhabited by the governor (and dignified with the name of a palace), forms one side of a small square; the other being occupied by the common jail, which, with the wretches immured in it, must of course meet his eye fifty times in a day: so much for prospect and situation. In the streets you meet none except soldiers and slaves, with here and there a solitary friar, or a Portuguese gentleman borne in his palanquin, for as to the ladies without the walls of their houses, they are absolutely invisible.

The Portuguese, with their accustomed avarice, on the arrival of the fleet trebled the price of every article in their markets, from an orange to a pipe of wine; and not satisfied with this extortion, they unanimously refused to receive any government bills whatever, unless at the enormous discount of 20 per cent. though payable ten days after sight; and at this rate, including the repairs, stores, and provisions, for the men of war and troops, with private purchases, they must have received at the lowest estimate, 150,000*l.* sterling.

In the Bay of All Saints, which is very safe and capacious, we observed a regular and considerable tide, which at the spring tides, runs nearly three miles per hour.

Within four days after our arrival, the remainder of the convoy came in, excepting the Britannia East India ship, the King George artillery transport, and the Jack brig.

The two former were unfortunately wrecked upon the shoal seen on the 2d of this month; having with the other Indiamen been detached from the fleet, under convoy of the Leda; but the crews of both ships were saved, with the exception of general Yorke and one seaman.

The following particulars relative to this very melancholy event, were collected from the survivors, and from the officers of the Leda frigate, which narrowly escaped sharing the same fate.

CHAP. VI.

Dangerous Situation of the Leda Frigate—Interesting Particulars of the Loss of the Britannia East Indiaman, and the King George Transport, upon the Roccas—Death of General Yorke.

AT half past three in the morning of the 1st of November, 1805, the officer of the watch on board the Leda, who had been previously cautioned by the captain to look well out for rocks, &c. went down, and acquainted him that breakers were seen a-head. On the captain going on deck, and perceiving the ship among breakers, he ordered her to be put about, and as she had entered S.W., to stand out N.E.; but no sooner had she got round, than a man on the fore-castle cried out, "Land a-head, high and dry!" The helm was instantly put up—the frigate fortunately wore quick, and cleared the dangers; but the boats over the stern, in veering the ship, actually hung over the rocks. The signal gun for the convoy to tack, was fired, and afterwards several others, to warn the convoy of the danger. The quarter-master, when trying the soundings, found only five fathoms, but had the presence of mind to sing out "Seven!" The safety of the Leda was evidently owing to the temperate and collected conduct of the captain, officers, and crew. Signal guns were also heard in the Leda from other ships in the convoy; and when the day dawned, their fears for the safety of others were unhappily realized, by finding that one ship (the King George) had got among the rocks; and the Britannia East India ship, when on the point of tacking, having heard the Leda's guns, was run foul of by a large East Indiaman (the Streatham): the bowsprit and fore-topmast of the Britannia were carried away, and her bows partly stove in, when she became unmanageable, and drifted almost instantly on a rock, where she hung by the stern. The mizen-mast being cut away, she in a quarter of an hour cleared herself from the rock, with the loss of her rudder, and a serious leak; which, however, the captain of the Britannia was in such hopes to keep under, that he was in the act of sending off his boats to the relief of the King George, when the water was found to gain fast and irresistibly. A signal was then made by the ensign (union reversed), of distress. The Europe, Comet, and Veruua

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CHAP. VII.

Sail for Rio Janeiro—Arrival there—Description of that City and the Environs—Particular Account of the Diamond Mines.

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Rio de Janeiro, or the River of Januarius, was probably so called from its having been discovered on the feast of that saint; and the town, which is the capital of the Portuguese dominions in America, derives its name from the river, which, indeed, is rather an arm of the sea, for it does not appear to receive any considerable stream of fresh water: it stands on a plain, close to the shore, on the west side of the bay, at the foot of several high mountains. It is tolerably well designed and built: the houses in general are of stone, and two stories high, every house having, after the manner of the Portuguese, a verandah. Its circuit, captain Cook estimated at about three miles; for it appears to be equal in size to the largest county towns in England. The streets are straight, and of a convenient breadth, intersecting each

other at right angles; the greater part, however, lie in a line with the citadel, called St. Sebastian, which stands on the top of a hill that commands the town. It is supplied with water from the neighbouring hills, by an aqueduct, which is raised upon two stories of arches, and is said in some places to be at a great height from the ground, from which the water is conveyed by pipes into a fountain in the great square that exactly fronts the viceroy's palace. The water at this fountain, however, is so bad, that captain Cook's company, who had been two months at sea confined to that in casks, which was almost always foul, could not drink it with pleasure. Water of a better quality is laid into some other parts of the town. The churches are very fine; and there is more religious parade in this place, than in any of the popish countries in Europe; there is a procession of some parish every day, with various insignia, all splendid and costly in the highest degree. They beg money, and say prayers in great form at the corner of every street. The government here, as to its form, is mixed; it is notwithstanding very despotic in fact; it consists of the viceroy, the governor of the town, and a council. Without the consent of this council, in which the viceroy has a casting vote, no judicial act should be performed, yet both the viceroy and governor frequently commit persons to prison at their own pleasure, and sometimes send them to Lisbon, without acquainting their friends or family with what is laid to their charge, or where they may be found. To restrain the people from travelling into the country, and getting into any district where gold and diamonds may be found, of both which there is much more than the government can otherwise secure, certain bounds are prescribed them at the discretion of the viceroy, sometimes at a few, and sometimes at many miles distance from the city. The inhabitants, who are very numerous, consist of Portuguese, negroes, and Indians, the original natives of the country. The township of Rio, which is but a small part of the capitanea or province, is said to contain 37,000 white persons, and 629,000 blacks, many of whom are free, making together 666,000. The military establishment here consists of twelve regiments of regular troops, six of which are Portuguese, and six creoles, and twelve other regiments of provincial militia. It is generally allowed, that the women both of the Spanish and Portuguese settlements in South America, make less scruple of granting personal favours, than those of any other civilized country in the world.

Murders are frequently committed here; but the churches afford an asylum to the criminal. The country round the town is beautiful in the highest degree, the wildest spots being varied with a greater luxuriance of flowers, both as to number and beauty, than the best gardens in England. Upon the trees and bushes sit an almost endless variety of birds, especially small ones, many of them covered with the most elegant plumage, among which was the humming bird. Of insects too there was a great variety, and some of them very beautiful; but they were much more nimble than those of Europe, especially the butterflies, most of which flew near the tops of the trees, and were therefore very difficult to be caught, except when the sea breeze blew fresh, which kept them nearer to the ground.

There is the appearance of but little cultivation, the greater part of the land is wholly uncultivated, and very little care and labour seem to have been bestowed upon the rest; there are, indeed, little patches of gardens, in which many kinds of European garden-stuff are produced, particularly cabbages, pease, beans, kidney-beans, turnips, and white radishes, but all much inferior to our own: water-melons and pine apples are also produced in these spots, and they are the only fruits we saw cultivated, though the country produces musk-melons, oranges, lemons, sweet lemons, citrons, plantains, bananas, mangos, mamane apples, acajou or cashou apples, and nuts, jamboira of two kinds, one of which bears a small black fruit, cocoa nuts, palm nuts of two kinds, one long, the other round, and palm berries; of these fruits the water-melons and oranges are the best in their kind: the pine apples are much inferior to those in England, they are indeed more juicy and sweet, but have no flavour. The melons are mealy and insipid, but the water-melons are excellent; they have a flavour, at least a degree of acidity, which the English have not: there are also several species of the prickly pear, and some European fruits, particularly the apple and peach, both which were mealy and insipid. In these gardens also grow yams and manioc, which in the West Indies is called cassada or cassava. The soil, though it produces tobacco and sugar, will not produce bread corn; so that the people here have no wheat-flour but what is brought from Portugal, and sold at the rate of 1s. a pound, though it is generally spoiled by being heated in its passage. As to manufactures, captain Cook neither saw nor heard of any, except that of cotton hammocks, in which people are carried about here as they

are with us in sedan chairs; and these are principally, if not wholly, fabricated by the Indians. The riches of the place consist chiefly in the mines, which lie far up the country. Much gold is certainly brought from these mines, but at an expence of life that must strike every man to whom custom has not made it familiar with horror: no less than 40,000 negroes are annually imported on the king's account, to work the mines. The mines which are called General, are nearest to the city, being about 225 miles distant. They annually bring unto the king for his fifth part at least 112 arrobas of gold; in 1762 they brought in 119. Under the government of the General Mines, are comprehended those of Rio das Mortes, of Sabara, and of Sero Frio. The last place, besides gold, produces all the diamonds that come from the Brazils: they are in the bed of a river, which is led aside, in order afterwards to separate the diamonds, topazes, chrysolites, and other stones of inferior goodness, from the pebbles among which they lie. All these stones, diamonds excepted, are not contraband, they belong to the possessors of the mines; but they are obliged to give a very exact account of the diamonds they find, and to put them into the hands of a surveyor whom the king appoints for this purpose: the surveyor immediately deposits them in a little casket covered with plates of iron, and locked up by three locks; he has one of the keys, the viceroy another, and the provador de hazienda reale, the third. This casket is enclosed in another, on which are the seals of the three persons above mentioned, and which contains the three keys to the first. The viceroy is not allowed to view its contents; he only places the whole in a third coffer, which he sends to Lisbon, after putting his seal on it. It is opened in the king's presence, he chooses the diamonds which he likes out of it, and pays their price to the possessors of the mines, according to a tariff settled in their charter. The possessors of the mines pay the value of a Spanish piastre or dollar per day, to his most faithful majesty for every slave sent out to seek diamonds: the number of these slaves amounts to eight hundred. Of all the contraband trades, that of diamonds is most severely punished. If the smuggler is poor, he loses his life; if his riches are sufficient to satisfy what the law exacts, besides the confiscation of the diamonds he is condemned to pay double their value, to be imprisoned for one year, and then exiled for life to the coast of Africa. Notwithstanding this severity, the smuggling trade with diamonds, even of the most beautiful kind, is very extensive, so great is the hope and facility

of hiding them, on account of the little room they take up. All the gold which is got out of the mines cannot be sent to Rio Janeiro, without being previously brought into the houses established in each district where the part belonging to the crown is taken. What belongs to private persons is returned to them in wedges, with their weight, their number, and the king's arms stamped upon them. All this gold is assayed by a person appointed for that purpose; and on each wedge or ingot the alloy of the gold is marked, that it may afterwards be easy to bring them all to the same alloy for the coinage. These ingots belonging to private persons are registered in the office of Prayburia, ninety miles from Rio Janeiro.

At this place is a captain, a lieutenant, and fifty men; there the tax of one-fifth part is paid, and further, a poll-tax of a real and a half per head of men, cattle, and beasts of burden. One half of the produce of this tax goes to the king, and the other is divided among the detachment, according to their rank. As it is impossible to come back from the mines without passing by this station, the soldiers always stop the passengers, and search them with the utmost rigour.

The private people are then obliged to bring all the ingots of gold which fall to their share, to the mines at Rio Janeiro, where they get the value of it in cash; this commonly consists of demi-doubloons, worth eight Spanish dollars. Upon each demi-doubloon the king gets a piastre or dollar for the alloy, and for the coinage. The mint at Rio Janeiro is one of the finest buildings existing: it is furnished with all the conveniences necessary towards working with the greatest expedition. As the gold comes from the mines at the time that the fleets come from Portugal, the coinage must be accelerated, and indeed they coin there with amazing quickness. The arrival of these fleets, especially of that from Lisbon, renders the commerce flourishing: the fleet from Oporto is laden only with wines, brandy, vinegar, victuals, and some coarse cloth, manufactured in and about that town.

As soon as the fleets arrive, all the goods they bring are conveyed to the custom-house, where they pay a duty of ten per cent. to the king. It must be observed, that the communication between the colony of Saint Sacramento and Buenos Ayres, being entirely cut off at present, that duty must be considerably lessened; for the greatest part of the most precious merchandizes which arrived from Europe, was

sent from Rio Janeiro to that colony, from whence they were smuggled through Buenos Ayres to Peru and Chili; and this contraband trade was worth a million and a half of piastres annually to the Portuguese: in short, the mines of the Brazils produce no silver, and all that the Portuguese got came from the smuggling trade. The negro trade was another immense object.

The loss which the almost entire suppression of this branch of contraband trade occasions, cannot be calculated: this branch alone employed at least thirty coasting vessels between the Brazils and the river La Plata. All the expences of the king of Portugal at Rio Janeiro, for the payment of the troops and civil officers, the carrying on of the mines, keeping the public buildings in repair, and refitting of ships, amount to about 600,000 piastres; not mentioning the expence he must be at in constructing ships of the line and frigates, lately begun here. The amount of the king's revenue, taken at a medium, may be the fifth of 150 arrobas of gold, 1,125,000 dollars; duty on diamonds, 240,000; duty on coinage, 400,000; ten per cent. customs, 350,000; two and a half per cent. free gift, 87,000; poll-tax, sale of offices, and other products of the mines, 225,000; duty on negroes, 110,000; duty on train oil, salt, soap, and the tenth on provisions, 130,000: in the whole 2,667,000 dollars. From which, if you deduct the expences, the whole of the king of Portugal's revenues from Rio Janeiro, amount to about 450,000*l.* sterling. The harbour of Rio Janeiro is situated West by North eighteen leagues from Cape Frio, and may be known by a remarkable hill, in the form of a sugar loaf, at the west point of the bay; but as all the coast is very high, and rises in many peaks, the entrance of this harbour may be more certainly distinguished by the islands that lie before it; one of which, called Rodonda, is high and round, like a haystack, and lies at the distance of seven miles from the entrance of the bay, in the direction of South by West; but the first islands which are met with coming from the east of Cape Frio, are two that have rocky appearances, lying near to each other, and at the distance of about four miles from the shore. There are also, at the distance of nine miles to the westward of these, two other islands which lie near to each other, a little without the bay on the east side, and very near the shore. This harbour is certainly a good one, the entrance, indeed, is not wide, but the sea breeze, which blows every day from ten or twelve o'clock till sunset, makes it easy for any ship to go in before the wind, and

it grows wider as the town is approached, so that abreast of it there is room for the largest fleet, in five or six fathoms water, with an oozy bottom. At the narrow part, the entrance is defended by two forts. The river, and indeed the whole coast, abounds with a great variety of fish. Though the climate is hot, the situation of this place is certainly wholesome. "Upon the whole," says captain Cook, "Rio de Janeiro is a very good place for ships to put in at that want refreshment; the harbour is safe and commodious; and provisions, except wheaten-bread and flour, may be easily procured: as a succedaneum for bread, there are yams and casada in plenty; beef both fresh and jerked, may be bought at about two-pence farthing a pound, though it is very lean. Mutton is scarcely to be procured, and hogs and poultry are dear: of garden-stuff and fruit there is abundance, of which however, none can be preserved at sea but the pumpkin. Rum, sugar, and molasses, all excellent in their kind, may be had at a reasonable price; tobacco also is cheap, but it is not good.

Here is a yard for building shipping, and a small hulk to heave down by, for, as the tide never rises above six or seven feet, there is no other way of coming at a ship's bottom.

CHAP. VIII.

Leave Rio Janeiro—An unexpected Rencontre with a Whale—Account of that Fish, and the various Modes of catching it—Rise and Progress of the Fishery—Fall in with the Wreck of a Ship.

THE commander immediately waited on the viceroy, and having completed our water, we sailed again the following day. On Thursday the 5th, caught a fine dolphin. Until Saturday the 21st nothing remarkable happened; but being then in latitude $36^{\circ} 38'$ South, and longitude $20^{\circ} 14'$ West from London, about 3 P. M. every person on board was alarmed by a sudden and violent shock, which was almost immediately followed by a second. A man who was then looking out on the forecastle called out, "a rock under the bows!"

This rock, however, very fortunately for all of us, proved to be a large whale, who was probably asleep on the surface when the brig struck him; and so much stunned from the effects of the first blow, that he could not disengage himself before he received a second stroke. As he passed astern, and to leeward, he raised himself partly out of the water, making a noise similar to an elephant, when enraged. Whales and porpoises were now seen daily.

Having had occasion to mention a very singular instance of the strength and magnitude of a fish not generally known; it is hoped that the following account of it, and the mode of catching it, may afford information to some readers, and entertainment to many.

The whale is said sometimes to grow to the length of a hundred feet; though it is commonly found from forty to seventy. The eyes are remarkably small; but the head is of a prodigious size, forming nearly one-third of the animal; and when the jaws are extended, the creature exposes a most enormous and terrific cavity; in which is placed a tongue eighteen or twenty feet in length; and capable of yielding five or six barrels of oil. A double pipe is situated on the head, through which the whale spouts water to a great height in the air.

It is supposed to feed upon the different kinds of marine worms, and likewise on sea-weeds. For the purpose of collecting these different sorts of nourishment, there is in the upper jaw, a number of horned laminae, split into small divisions, which is that strong and pliant substance commonly known by the name of whalebone. There are about three hundred and fifty of these laminae on each side of the jaw; five hundred of which are long enough for use.

These animals, though all of them are inoffensive, and one species of them absolutely toothless, have, notwithstanding, their enemies; for independent of man, who excited by avarice, ventures his life in the pursuit, they have a terrible foe to contend with in the sword-fish, which torments them without mercy. Mr. Anderson assures us, that at the sight of this little animal the whale seems agitated in an extraordinary manner, leaping from the water as if with affright; wherever it appears the whale perceives it at a distance, and flies from it in the opposite direction.

“I have been myself,” says Mr. Anderson, “a spectator of their terrible encounter. The whale has no instrument of defence, except the tail: with that it endeavours to strike the enemy; and a single blow taking place would effectually de-

stroy its adversary ; but the sword-fish is as active as the other is strong, and easily avoids the stroke : then bounding into the air, it falls upon its great subjacent enemy, and endeavours to pierce it with its pointed beak.

“The surrounding sea is seen dyed with blood, proceeding from the wounds of the whale, while the enormous animal vainly endeavours to reach its invader, and strikes with its tail against the surface of the water, making a report at each blow louder than the noise of a cannon.”

The tail is of an amazing size, and of a semilunar shape ; the animal uses it with great effect in accelerating the motion of its enormous body ; which notwithstanding its bulk, passes through the water with great rapidity, and leaves behind it a track like that made by a large ship.

A strong instance of the affection of these creatures for each other, is related by Anderson. A party of whale-fishers having harpooned one of two whales, (a male and female, that were in company together), the wounded fish made a long and terrible resistance ; it struck down a boat with three men in it, with a single blow of the tail, by which all went to the bottom. The other still attended his companion, and lent it every assistance, till at last, the fish that was struck sunk under the number of its wounds ; while its faithful associate, disdaining to survive the loss, with great bellowing, stretched itself upon the dead fish, and shared his fate. After the female whale has gone with young nine or ten months, she produces her cub, which is of a black colour, and about ten feet long : she is said to grow fat towards the end of her pregnancy, and occasionally brings forth two at a time, but never more ; she suckles her offspring at her breast, for which purpose she inclines on one side, while the young one fastens to the teat ; the breasts are filled with a large quantity of milk, like those of land animals ; she shews the greatest tenderness and affection for her young, and carries it with her at all times, supporting it between her fins when closely pursued, and plunging with it to the bottom, in order to avoid the danger : even when wounded, she continues her attachment, and clasps her young one till she is no longer able to support it : during the time the young continues at the breast, which is about a twelvemonth, the sailors call them short-heads ; when two years old, they are termed stunts, and from that time forward skull-fish. The short-heads are extremely fat, and will sometimes yield 50 barrels of blubber ; but after they become stunts, their fat diminishes, and they scarcely yield 24 barrels.

When the Greenlanders proceed to catch a whale, they

are careful to dress themselves in their best apparel, from a ridiculous notion, that the whale detests a slovenly person, and would immediately avoid them if they were not neatly clad. In this manner a number of men and women, sometimes amounting to more than 50, set out together in one of their large boats; the women upon these occasions, carry with them their sewing implements, which are equally employed to mend their husbands' clothes, if they should be torn, or to repair the boat, if it should receive any damage in the seams.

When a whale makes its appearance on the water, the most vigorous fisherman strikes into it a harpoon, which is a sort of javelin, well steeled at one extremity, and five or six feet long; to this are fastened lines or straps, made of seal's skin, two or three fathoms in length, and having at the end a bag of whole seal's skin blown up: this tends in some measure to prevent the whale from sinking, and almost compels it to keep near the surface of the water; where it is constantly attacked by the people in the boat, till it is killed.

As soon as the animal is dead, they put on their spring jackets, made all in one piece, of a dressed seal's skin; with their boots, gloves, and caps, which are fitted so tightly to each other, that no water can penetrate them: in this garb they plunge into the sea, and begin to slice off the fat all round the whale's body, even from those parts that are under water; this they can do by the help of their spring jackets, which being full of air, prevents their sinking under water, and at the same time enable them to keep themselves upright in the sea. These men are sometimes daring enough to mount on the back of a whale before he is quite dead, and begin to cut him in pieces.

The manner in which the whale fishery is carried on by the Europeans is thus described: when the ships employed in this business, are arrived at the place where the whales are expected to pass, they always keep their sails set, and a sailor is placed at the mast-head, to give the information when he sees a whale. As soon as one is discovered, the whole crew are instantly in employment: they fit out their boats, and row away to the spot where the whale was seen; the harpooner, who is to strike the fish, stands at the prow of the boat, with one of these instruments in his hand, which is about six feet long, and pointed with steel, like the barb of an arrow, of a triangular shape. Besides the harpooner, each boat has one man at the rudder, another to manage the line, and four seamen as rowers.

They are likewise provided with several lances, and six lines, each 120 fathoms long, fastened together.

When the man at the prow strikes his harpoon into the animal, it immediately darts towards the bottom, and carries off the harpoon with such rapidity, that were the lines to receive the least check in its passage, the boat would infallibly be upset; to prevent this, it is coiled up with the greatest care, and a man is stationed expressly to attend to the line, that it may pass without interruption. Another precaution is likewise highly necessary; the rope is made to run over a swivel at the edge of the boat, and the friction occasioned by its swift motion is so great, that the wood would soon take fire, if a person did not constantly keep it wetted. When the whale returns to the surface, he is again attacked, and once more retreats in the same manner; this is continued till he becomes faint with the loss of blood, when they venture to row close alongside, and plunge a lance into his breast, and through his intestines, which soon decides his fate, and the enormous animal expires. As soon as the carcass begins to float, it is towed to the ship by ropes, passed through holes cut for that purpose, in the fins and tail.

When the body has been properly secured to the side of the ship, they proceed to take out the blubber and whale-bone, after cutting off the tail, which is hoisted upon deck. It is proper to observe, that the persons who are employed in this operation, are furnished with a sort of iron spurs, to prevent their slipping from off the animal. After the tail is separated, they cut out square pieces of blubber, weighing two or three thousand pounds each, which are likewise hoisted on board, where they are divided into smaller pieces, and thrown into the hold to drain; in this manner they proceed, till all the blubber is secured; after which they suffer what remains of the carcass to float away, having previously cut out the two upper jaw bones, which are considered as the captain's perquisite, and accordingly are fastened to the shrouds, where they discharge a considerable quantity of oil, which is caught in tubs placed under them for that purpose.

When the blubber has been three or four days in the hold, they chop it in small pieces, and put it into the casks through the bung-holes. A whale will yield from 30 to 70 butts of blubber, and will be worth from 400*l.* to a 1000*l.* What induces the men to exert themselves in the capture of these animals, is the premiums which their employers give, from the captain down to the men who row the boats, on every whale that is taken.

The fishery begins in May, and ends in August, when they must return at all events, on account of the ice, which would otherwise hem them in. When they have made a prosperous voyage, they return in June or July; and a ship of 300 tons burthen, when full of blubber, will produce more than 5000*l*.

It appears from Mr. Anderson's account, that the Dutch, during the space of forty-six years previous to the year 1721, had employed 5886 ships in this fishery, and caught 32,907 whales; which, valued on an average at 500*l*. each, will amount to above 16,000,000*l*. sterling.

The flesh and fat of the whale are eaten by many of the northern nations, and considered as a delicacy. However, we are not much inclined to agree with them, but rather abide by the opinion of Frederick Martens, who in his voyage to Spitsbergen, says that it is as coarse and hard as the flesh of a bull. It is intermixed with many sinews, and is very dry and lean when boiled, as the fat is only to be found between the flesh and the skin. The flesh about the tail is preferred for boiling, not being quite so dry as the rest of the body.

“When we have a mind to eat of a whale,” says Martens, “we cut great pieces off before the tail, where it is four feet square, and boil it like other meat. Good beef I prefer far before it; yet rather than be starved, I advise to eat whale's flesh; for none of our men died of it, and the Frenchmen did eat it almost daily, flinging it on the tops of their tubs, and letting it lie till it was black, and yet eating it in that condition.”

Among the Kamtschatkans, the fat of the whale was considered as a first-rate delicacy, and forced down the throat of the visitor with a savage officiousness that would not admit of a refusal.

This beastly hospitality is now become obsolete. Formerly, as a mark of respect to a guest, the host set before him as much food as would serve ten people. Both were stripped naked. The host refused politely to touch a bit, but compelled his friend to devour what was set before him, till he was quite gorged, and at the same time heated the place by incessantly pouring water on hot stones till it became insupportable. When the guest was crammed up to the throat, the generous landlord, on his knees, stuffed into his mouth a great slice of whale's fat, cut off what hung out, and cried in a surly tone, “Thana!” or “There!” by which he fully discharged his duty; and, between heat-

ing and cramming, obliged the poor guest to cry for mercy, and a release from the danger of being choked by the suffocating welcome which he derived from savage hospitality.

The first account of the whale fishery is in the voyages of Outher, a Norwegian, A. D. 871, whose progress, preserved by Alfred, appears to have been along the coast of Lapland to the White Sea, where Archangel now stands. From his relation we learn, that the northern people were accustomed to catch whales and seals (unquestionably for their oil), of the skins of which they made ropes of all sizes; and also horse whales, whose skins they applied to the same purpose. In 1390, this fishery was practised by the people of Biscay. In 1593, it is observed by Hakluyt, that some English ships made a voyage to Cape Breton, the entrance of the bay of St. Lawrence, which is the first time that place is mentioned as a fishing station; and although they found no whales there, they discovered on the island 800 whale fins, part of the cargo of a Biscay ship lost three years before. This is also the first time that whale fins or whale-bone is mentioned by the English. In the northern seas we became, about this period, acquainted with the whale fishery, in consequence of hunting for morses, as they were then termed. In the year 1597, the English having, in pursuit of their voyages of discovery, become acquainted with those boisterous latitudes, some of the Russian company commenced a fishery for whales near Spitsbergen, which was at first attended with success, but in a few years declined, so that at the beginning of the seventeenth century, only one ship was employed in it. In the year 1669 we find the trade a little revived, in consequence of the adventurous voyage of captain Jonas Poole, who sailed as far north as $78^{\circ} 43'$, in the hope of finding a N. W. passage; but though he missed that, he found whales in abundance, which turned out a much more profitable speculation.

Antecedent to the year 1615, the whale fishery, by means of Biscayan whalers, was prosecuted by the English East India Company, and the disputes betwixt the English and Dutch on this ground, or rather on this water, have been amply recorded. In the year 1669, the fishery of the latter was much increased by the abolition of a monopolizing company. It was then found that we had stood in our own light, therefore in 1672 the strictness of the Navigation Act was relaxed, and a company established in London in favour of the fishery. This company, though exempt from duty, was so unsuccessful, that by the year 1696 they had annihili-

lated their capital; the fishery was therefore thrown open by parliament, and as it was found both in a commercial and political point of view, of the utmost national importance, it was through the last century fostered and encouraged by judicious bounties, and put in possession of every advantage that government could bestow upon it; the consequence of this has been, that it has increased, and with it have increased the comfort and security of the inhabitants of this united kingdom, insomuch, that from the Greenland fishery is derived the light that guides our steps, and the marine strength that guards our coast, and renders the cool intrepidity of our sailors at once proverbial in this country, and terrific to the rest of the world.

On Monday the 23d, we were in latitude $36^{\circ} 41'$ S. longitude, 14° W., and being near the island of Tristan de Acunha, kept a good look out for it, but the weather was uncommonly foggy and hazy, night and day. This morning at nine we passed a very large wreck, being apparently part of the topsides and timbers of some ill-fated ship, the whole of whose crew were in all probability engulfed in the unfathomable deep, or else sinking under the accumulated horrors of hunger, thirst, and cold, on the bleak and barren rocks of Tristan de Acunha, an island as desolate in reality as in appearance.

On Saturday the 28th, we were in $3^{\circ} 18'$ W. by lunar observation.

CHAP. IX.

Arrive at the Cape of Good Hope—Transactions there—Account of the Cape Town and its Vicinity—Climate—Country of the Hottentots—Its natural Productions—Manners and Customs of the Natives.

ON Saturday the 4th of January, 1806, at 5 P.M. we had the satisfaction of seeing the Cape of Good Hope, bearing E. by N. distant about 14 leagues.

The following day it blew very hard from the westward, with a heavy sea, and we stood to the northward; the Table Land bearing at noon E. S. E. 10 leagues distant.

On Monday morning, at daylight, the weather being moderate, we made sail, and stood in to reconnoitre the Table Bay. At eight, being within signal distance from the Sugar Loaf, and Lion's Rump, we hoisted American colours. At nine saw a strange sail bearing west, and gave chase, finding that no signals were made to us from the shore. At twenty minutes past nine, saw several ships at anchor under the Blue Hills, near Lospord's Bay. At thirty minutes past nine, observed some of them to weigh, and stand along shore, in different directions. At forty-two minutes past nine, the ships under weigh began a cannonade, seemingly directed against the beach. We immediately wore and stood in to reconnoitre them, under all sail; at the same time clearing for action. At ten, the firing ceased. At thirty minutes past ten, could distinguish them to be the squadron we had left at Salvador, with the exception of the *Diomedé* and *Espoir*, which had been detached to cover the landing of the light horse, and a large body of infantry, in Saldanha Bay, and the *Narcissus* frigate, which had not yet joined the fleet. At eleven, showed our number, and at noon spoke the commodore.

From this period until the surrender of the Cape of Good Hope to the British forces on the 8th of January, 1806, the proceedings of the Protector became so immediately connected with those of the squadron (which are published) as to render any further detail unnecessary.

It therefore only remains to give a short description of the Cape Town and the adjacent country, its most remarkable productions, and of the manners and customs of that singular race, the Hottentots.

The Cape Town, situated in Table Bay, is neat, clean, and well built, rising in the midst of a desert, surrounded by black and dreary mountains; or, in other words, the picture of successful industry. The store-houses of the Dutch East India Company are situated next the water, and the private buildings lie beyond them, on a gentle ascent. The principal fort which commands the road is on the east side; and another strong fort called Amsterdam Fort, has been built on the west side. The streets are broad and regular, intersecting each other at right angles. The houses in general are built of stone, and whitewashed. There are two churches, one for the Calvinists, the established religion, the other for the Lutherans. The religion of the slaves is as little regarded here as in the colonies of other European states. In other respects, however, they are treated with humanity, and are

lodged and boarded in a spacious house, where they are likewise kept at work. These slaves, a few Hottentots excepted, were all originally brought from the East Indies, and principally from Malacca. Another great building serves as an hospital for the sailors belonging to the Dutch East India ships which touch here. It is situated close to the Company's gardens. It is an honour to that commercial body, and an ornament to the town. The convalescents have free access to these gardens, where they enjoy the benefit of a pure wholesome air, perfumed by the fragrance of a great number of rich fruit trees, aromatic shrubs, and odoriferous plants and flowers: they have likewise the use of every production in it. The inhabitants are fond of gardens, which they keep in excellent order. Though stout and athletic, they have not all that phlegm about them which is the characteristic of the Dutch in general. The ladies are lively, good natured, familiar, and gay. The heavy draught-work about the Cape is chiefly performed by oxen, which are here brought to an uncommon degree of docility and usefulness. The inhabitants, in general, travel in a kind of covered waggons, drawn by oxen, which better suits the roughness of the country than more elegant vehicles; but the governor, and some of the principal people keep coaches, which are much in the English style, and are drawn by six horses. The ground behind the town gradually rises on all sides toward the mountains, called the Table Mountain, (which is the highest;) the Sugar Loaf, so named from its form; the Lion's Head; Charles Mount, and James Mount, or the Lion's Rump. From these mountains descend several rivulets which fall into the different bays, as Table Bay, False Bay, &c. The view from the Table Mountain is very extensive and picturesque; and among the vallies and rivulets throughout these mountains, are a great number of delightful plantations.

The adjacent country is inhabited by the Hottentots, extending North and by West, along the coast, from the Cape of Good Hope, beyond the mouth of Orange River, and from that Cape in an E. N. E. direction, to the mouth of the Great Fish River, which parts it from Caffraria. The Hottentots are as tall as most Europeans; but as they are more stinted in their food, they are more slender. Dr. Sparrman was the first that observed a characteristic mark of this nation, namely, the smallness of their hands and feet compared with the other parts of the body. Their skin is of a yellowish brown hue, resembling that of an European who has the jaundice in a high degree; but this colour is not at all

observed in the whites of the eyes. There are not such thick lips among the Hottentots as among their neighbours the Negroes, the Caffres, and the Mozambiques. Their mouth is of the middling size; and they have in general, the finest set of teeth imaginable. Their heads are covered with hair, more woolly if possible, than that of the Negroes. In fine, with respect to their shape, carriage, and every motion, their whole appearance indicates health and content. In their mien, moreover, a degree of carelessness is observable, that evinces marks of alacrity and resolution; qualities which upon occasion, they certainly can exhibit. Not only the men but the women also are clothed with sheep-skins; the wool being worn outward in summer, and inward during the winter. They wear one skin over their shoulders, the ends of it crossing each other before, and leaving their neck bare. Another skin is fastened round their middle, and reaches down to their knees.

They besmear their bodies all over, very copiously, with fat, in which there is mixed up a little soot, and this is never wiped off. They likewise perfume themselves with powder of herbs, with which they powder both the head and body, rubbing it all over them, when they besmear themselves. The odour of this powder much resembles poppy mixed with spices. Such of the women, moreover, as are ambitious to please, adorn themselves with necklaces of shells: "for even in this country, says the abbé de la Caille, "the sex have their charms, which they endeavour to heighten by such arts as are peculiar to themselves, and would meet with little success elsewhere. To this end, they not only grease all the naked parts of their body to make them shine, but they braid or plait their hair as an additional elegance. A Hottentot lady, thus bedizened, has exhausted all the arts of her toilet; and however unfavourable nature may have been to her, with regard to shape and stature, her pride is wonderfully flattered, while the splendour of her appearance gives her the highest degree of satisfaction. But with all this vanity, they are not devoid of a sense of modesty. "Among the Hottentots," says Dr. Sparrman, "as well as, in all probability, among the rest of mankind dispersed over the whole globe, we must acknowledge the fair sex to be the most modest; for the females of this nation cover themselves much more scrupulously than the men. They seldom content themselves with one covering, but almost always have two, and very often three. These are made of a prepared and well-greased skin, and are fastened about their bodies with a thong, almost like

the aprons of our ladies. The outermost is always the largest, measuring from about six inches to a foot, over. This is likewise generally, the finest and most showy, and frequently adorned with glass-beads strung in different figures, in a manner that shows, even among the unpolished Hottentots, the superior neatness of the fair sex in works of ornament, as well as their powers of invention; and their disposition to set off their persons to the best advantage." Both the men and women generally go bare-headed. Neither their ears nor nose are adorned with any pendent ornaments, as they are among other savages. The nose, however, is sometimes, by way of greater state, marked with a black streak of soot, or with a large spot of red lead; of which latter, on high days and holidays, they likewise put a little on their cheeks. Both sexes wear rings on their arms and legs; most of these are made of thick leather straps, cut in a circular shape, and these have given rise to the almost universally received notion, that the Hottentots wrap guts about their legs, in order to eat them occasionally. Rings of iron, copper, or brass, of the size of a goose-quill, are considered as more genteel than those of leather; but the girls are not allowed to use any rings till they are marriageable.

The Hottentots seldom wear any shoes. What they do wear, are made of undressed leather, with the hairy side outward: they are rendered soft and pliable, by being beat and moistened, and are very light and cool. Their habitations are adapted to their wandering pastoral life. They are merely huts, some of them of a circular, and some of an oblong shape, resembling a round bee-hive or a vault. The ground plot is from eighteen to twenty-four feet in diameter. The highest of them are so low, that it is scarcely possible for a middle-sized man to stand upright. But neither the lowness of the hut, nor that of the door, which is barely three feet high, can be considered as any inconvenience to a Hottentot, who finds no difficulty in stooping and crawling on all fours, and who is at any time more inclined to lie down than stand. The fire-place is in the middle, and they sit or lie round it in a circle. The low door is the only place that admits the light, and at the same time, the only outlet that is left for the smoke. The Hottentot, inured to it from his infancy, sees it hover round him, without feeling the least inconvenience arising from it to his eyes; while rolled up like a hedge-hog, and wrapped up in his skin, he lies at the bottom of his hut quite at his ease in the midst of this cloud, except that he is now and then obliged to peep out

from beneath his sheep-skin, in order to stir the fire, or perhaps to light his pipe, or else, sometimes to turn the steak he is broiling over the coal. The order of these huts in a craal, or clan, is most frequently in the form of a circle, with the doors inward; by which means a kind of yard is formed, where the cattle are kept at night. The milk, as soon as it is taken from the cow, is put to other milk, which is curdled, and is kept in a leather sack, the hairy side of which, being considered as the cleanest, is turned inward; so that the milk is never drank while it is sweet. Such are Hottentots in the vicinity of the Cape of Good Hope.

Lieutenant Paterson, in 1778, visited a Hottentot village in the small Nimiqua Land, in the N.W. part of the country; it consisted of 19 huts, and about 150 inhabitants. The ensign of authority worn by their chief, was a cane with a brass top, given to him by the Dutch East India Company. The Hottentots amused them part of the night, with their music and dancing; their visitors in return, treated them with tobacco and daeka, or hemp leaves, which they prefer even to tobacco. Their music was produced from flutes, made of the bark of trees of different sizes. The men form themselves into a circle, with their flutes, and the women dance round them: in this manner they dance in parties the whole night, being relieved every two hours. Among other tribes of Hottentots are the Boshmans, who inhabit the mountains, in the interior part of the country, N. E. of the Cape of Good Hope: they are sworn enemies to the pastoral life: some of their maxims are to live on hunting and plunder, and never to keep any animal alive for the space of one night. On this account, they themselves are pursued and exterminated, like the wild beasts whose manners they have assumed. Some of them when taken are kept alive, and made slaves of. Their weapons are poisoned arrows, which, shot from a small bow, will hit a mark, with a tolerable degree of certainty, at the distance of 100 paces. From this distance they can with stealth, as it were, convey death to the game they hunt for food, as well as to their foes, and even to such a tremendous beast as the lion. Safe in his ambush, the Hottentot is certain of the operation of his poison, which is so virulent, that it is said he has only to wait a few minutes to see the beast expire. Their habitations are not more agreeable than their manners and maxims; like the wild beasts, bushes, and clefts in rocks, serve them by turns for dwellings. Many of them are entirely naked; but some of them cover their body with the skin of any sort of animal, great or small, from the shoulder downward as

far as it will reach, wearing it till it fall off their back in rags. As ignorant of agriculture as apes or monkeys, they are obliged, like them, to wander over hills and dales after certain wild roots, berries, and plants, which they eat raw. Their table, however, is composed of several other dishes, among which are the larvæ of insects (the caterpillars, from which butterflies are produced), the terenites or white ants, grasshoppers, snakes and spiders. With all these changes of diet, the Boshman is, nevertheless, frequently in want, and to such a degree, as to waste almost to a shadow. When captured as a slave, he exchanges his meagre fare for the luxury of buttermilk, frumerty, or hasty pudding, which makes him fat in a few weeks. This good living, however, is soon embittered by the grumbling of his master and mistress. The words "T'guzeri!" and "T'gumatsi!" which perhaps, are best translated by those of young sorcerer, and imp, he must frequently bear, with perhaps a few curses or blows, for neglect and indolence. Detesting, indeed, all manner of labour, and from his corpulency, become still more slothful, he now sensibly regrets his former untroubled and wandering life, which he generally endeavours to regain by escaping; but what is wonderful, whenever one of them effects his escape, he never takes any thing away that does not belong to him.

Another tribe of Hottentots, near the mouth of Orange River, were observed by lieutenant Paterson, in his journey to the N.W. in 1779. Their huts were superior to those of the generality of Hottentots; they were loftier, and thatched with grass; and were furnished with stools made of the back-bones of the grampus. Their mode of living is in the highest degree wretched, and they are apparently the most dirty of all the Hottentot tribes. Their dress is composed of the skins of seals and jackals, the flesh of which they eat. When a grampus is cast ashore, they remove their huts to the place, and subsist upon it as long as any part of it remains; and in this manner, it sometimes affords them sustenance for half a year, though in a great measure decayed and putrified by the sun. They smear their skins with oil, the odour of which is so powerful, that their approach may be perceived some time before they present themselves to view. They carry their water in the shells of ostrich eggs, and the bladders of seals, which they shoot with arrows, the same as the other Hottentots. With respect to the Hottentots in general, none of them seem to have any religion: on being questioned on the subject of a Creator and governor of the universe, they

answer, that they know nothing of the matter; nor do they appear willing to receive any instruction. All of them, however, have the firmest opinion in the power of magic; whence it might be inferred, that they believe in an evil being, analogous to what we call the devil; but they pay no religious worship to him, though from the source they derive all the evils that happen; and among these evils, they reckon cold, rain, and thunder. So monstrously ignorant are they, that many of the colonists assured Dr. Sparrman, that the Boshmans would abuse the thunder with many opprobrious epithets, and threaten to assault the lightning with old shoes, or any thing that comes to hand. Even the most intelligent of them could not be convinced, by all the arguments the doctor could use, that rain was not always an evil, and that it would be an happy circumstance, were it never to rain. They seem, however, to have some idea of a future state, as they reproach their friends when dead, with leaving them so soon, admonishing them to behave henceforth more properly, by which they mean, that their deceased friends should not come back again and haunt them, nor allow themselves to be made use of by wizards, to bring any mischief on those that survive. Some old authors have said, that the Hottentots sleep promiscuously in the same hut, and are neither acquainted with the difference of age, nor with that invincible horror which separates beings connected by blood. M. Vaillant, after observing that this circumstance had led some to the most infamous suspicions, exclaims, "Yes! the whole family inhabit the same hut; the father lies by the side of his daughter, and the mother by the son, but on the return of Aurora, each rises with a pure heart, and without having occasion to blush before the Author of all Beings, or any of the creatures that he has marked with the seal of his resemblance."

The country possessed by the Dutch is of pretty considerable extent, comprehending not only the large tract between Table Bay and False Bay, but that which is called Hottentot Holland, extending from False Bay to the Cabo dos Agulhas, or Cape of Needles, and the country farther East beyond St. Christopher's River, called Terra de Natal. The whole of this country is naturally barren and mountainous; but the industrious Dutch have overcome all natural difficulties, and it produces not only a sufficiency of all the necessaries of life for the inhabitants, but also for the refreshment of all the European ships that touch here. The Dutch consider the year as divided into two seasons, which they

term monsoons; the wet monsoon, or winter, and the dry one, or summer; the first begins with our spring in March, the latter with September, when our summer ends. In the bad season, the Cape is much subject to fogs: in June and July it rains almost continually till summer. The weather in winter is cold, raw, and unpleasant; but never more rigorous than autumn in Germany. Water never freezes to above the thickness of half-a-crown, and as soon as the sun appears, the ice is dissolved. The Cape is rarely visited by thunder and lightning, excepting a little near the turn of the season, which never does any hurt.

Among the quadrupeds of this country are antelopes, which go in herds of 200 or 300 each, buffaloes, cameleopardilises, the gemsbock, or chamois, a species of antelope, which has remarkably long sharp horns, and, when attacked by dogs, will set on its hind quarters and defend itself; wild dogs, much larger than the jackal, which travel in herds, and are very destructive to flocks of sheep; elephants, elks, hyænas, the koedo, an animal of a mouse colour, rather larger than our deer, with three white stripes over the back, and the male having very large twisted horns; lions, jackals, tigers, the quacha, a species of the zebra, but more tractable; rhinoceroses, horses, domestic horned cattle, common sheep, and a peculiar species of sheep, which are covered with hair instead of wool. The hippopotamus, or river horse, is frequently seen here. Among the birds, are vultures, ostriches, whose eggs are excellent food, and the loxia, a species of gregarious bird, which builds its curious nest in the mimosa tree, where it forms a kind of thatched house, with a regular street of nests on both sides, at about two inches distance from each other, and containing under its roof, in one that lieutenant Patterson saw, from 800 to 1000 birds. The termites, or white ants, which do no injury to the wood, as in the East Indies, but to the grass, the destruction of which they occasion by raising a number of hills, which impede the progress of vegetation. The Hottentots eat them, and lieutenant Patterson, who tasted this food, found it far from disagreeable. The locusts also are esteemed excellent food by the Boshmans, by whom they are dried and kept for use. The black or rock scorpion is nearly as venomous here as any of the serpent tribe, of which there are numerous kinds. There are six species about the Cape, namely, the horned snake, about eighteen inches long, the most poisonous of them all: the kouseband or garter snake, about the same length, dangerous to travellers on account of resembling the soil so much in colour,

that it is not readily perceived ; the yellow snake, which differs in colour only from the hooded snake of India, and being from four to eight feet in length, their size and bright yellow colour renders it easy to avoid them ; the puff adder, about 40 inches in length, so called from blowing itself up to near a foot in circumference ; the spring adder, very dangerous, but not common, from three to four feet long, and of a jet black, with white spots ; and the night snake, more beautiful than any of the others, about 20 inches long, very thin, belted with black, red, and yellow, and when near, at night has the appearance of fire. This country lies between the tropic of Capricorn and 35° south latitude, and is bounded on the west, south, and east, by the Atlantic, Southern, and Indian Ocean ; and on the north, by regions very little, if at all, explored.

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THE END OF KEITH'S VOYAGE.

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THE END OF THE FIRST VOLUME.



W. Parsch
Peiting / Obb.

Keith, George M.

A voyage to South-America and the cape of Good Hope in His Majesty's gun
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